

**Swedish Parliament Plans To Control Foreign Policy**

STOCKHOLM, March 16.—A movement is under way in the Swedish Parliament to place the government of Sweden on a more democratic basis by so altering the constitution as to give Parliament direct control of the nation's foreign policy. A committee of the Riksdag has proposed that the contents of all international agreements and treaties should be communicated to Parliament, and it is expected that these recommendations will be adopted.

Under the constitution as it now stands control of foreign affairs is in the hands of the king and his ministers.

**Only a Progressive Republican Can Be Elected in 1920. He Declares; Old Guard Is Out of Touch**

**Says Wilson Will Run**

**Allen, Johnson, Wood and Lenroot Named as Men Whom People Will Elect**

MILFORD, Penn., April 20.—An appeal that the Republican party nominate for the Presidency in 1920 a man who will follow in the footsteps of the late President Roosevelt, rather than one who will be a creature of the "old guard" of the Republican party, was issued here to-night by Gifford Pinchot. Mr. Pinchot said the Republican party can hope to win only if it nominates a man of progressive policies, who will be acceptable to the independent Republican voters in the West, who will have it in their power to decide the election, as they did in 1916.

"Colonel Roosevelt's death," said Mr. Pinchot, "deprived our country and the world of its boldest, strongest and soundest leader and the Republican party of the certainty of victory. All are agreed that he would have been the Republican nominee in 1920. He would have won, of course. Since he is gone there is no more than common sense to nominate a man who will stand where Roosevelt would have stood and who will act as Roosevelt would have acted in his place."

**West to Decide Election**

Mr. Pinchot continued:

"The country needs a Republican President next time. After the coming peace, in the critical years of reconstruction just ahead, we shall have to face the most difficult readjustment abroad that we have ever known. We can face them successfully only with the help of a Republican Administration and Republican policies of government."

"To get a Republican President and enact a Republican tariff we must nominate a man who can be elected. To be elected the Republican candidate must be acceptable to the great mass of Republican voters. In particular he must appeal to the independent Republicans of the West, who will decide the election, as they did the last. These men and women must be satisfied with the nomination before they will vote the ticket. We cannot win without them."

"Correspondence with Republicans systematically carried on for many months, and extending into every state and almost every county in America, shows me the majority of Republican voters are strongly progressive. They

**FAITHFUL EMPLOYEES**

There are nearly 4000 in the Liggett family. 610 came with us more than five years ago. 145 have served more than ten years, 21 more than twenty years.

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**Pinchot Appeals For a Candidate Like Roosevelt**

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**Non-Stop Record Nothing to Fuss Over, Says Airman**

**Capt. E. F. White, Who Flew from Chicago Saturday in Less Than Six Hours, Talks Little of Exploit**

"It's nothing to make a fuss over," was the comment yesterday from Captain E. F. White, the army flier who established on Saturday the world's non-stop record flight from Chicago to New York.

Captain White declined to look on his record as an achievement in aeronautics. Although he travelled the distance three times as fast as an express train, he said any of the fliers at McCook Field, Dayton, Ohio, would have done the same as well as he.

A distinguished company of army, navy and aeronautic authorities gave the young airman an impromptu reception at the Aero Club of America, 297 Madison Avenue. He had won the club's Medal of Merit for record speed.

Captain White said:

"I had to deliver the De Havilland 'plane to Bolling Field, near Washington, and I thought I would fly it over today. I thought I would take only a few hours. I don't know what more there is to it. I simply left Ashburn Mail Field about 9:50 a. m., went up 12,000 feet and flew to New York, arriving at Hazelton Field at 4:40 p. m. I'm going to take the ship to Washington to-morrow and ride back to Chicago in a train. That's all."

Speaking of the possibility for transatlantic flying Captain White said success depended on the ability of the "plane to carry enough gasoline, and the amount of gasoline required varies with the weather. Captain White met in heavy winds. Captain White has been flying only two years. He is thirty years old, and was born in Minneapolis. He has made several shorter "cross-country" flying records. On March 7 he flew from Dayton to New York.

Neither the pilot of the Shamrock nor the engineering staff of the Shamrock and neither man is disheartened. Describing the accident, Major Wood said:

"Until we reached Holyhead the engine had been running smoothly. I took control, and, starting across the Channel, we climbed to 3,000 feet. We were twelve miles out when the engine stopped suddenly, as though throttled down. But I found the throttle open and, as the engine refused to restart, turned for shore and settled in the sea half a mile from the shore. The machine tipped its nose and for a moment I was submerged. The sea was very rough, but I was thrown out of my seat, but I was not hurt, and, as he was in the back seat."

"Meanwhile, Parker, in the accompanying airplane, seeing us in difficulty, landed in a field and got assistance."

Manager Kemp added that the "planes had been damaged by their long submergence, but the flight had proved the engine of the machine was even better than had been expected."

**All Types of Aircraft To Race at Convention**

**At Atlantic City in May**

ATLANTIC CITY, April 20.—Preparations for the second Pan-American Aeronautical Congress, to be held in this city throughout the month of May, are nearly completed. The congress bids fair to be one of the most important aviation meets in the world's history.

There will be airplane, seaplane, dirigible and kite balloon contests. On Memorial Day and the day following there will be races between all types of aircraft. Cash awards of \$50,000 and \$100,000 are expected to be offered. It is expected this amount will be doubled before the meet opens. There are also numerous trophies.

Sunday, May 4, has been dedicated as a memorial day for aviators who were killed in the war. Tuesday, May 6, New York's aerial police force, the first of its kind in America, will be received, following a flight from New York. They will police the course over which the contests are held.

**Storms in Midecan Hold Rival Aviators From Start Overseas**

ST. JOHN'S, N. F., April 20.—The rival aviators, Harry G. Hawker and Captain Frederick Philip Raynham, were disappointed again to-day, though the weather here was quite favorable, with a westerly wind and clear skies and good conditions to the east, toward the Grand Banks. But the reports last night of the weather in midecan were conflicting and to-day they were likewise encouraging. Two storms are reported about 400 miles off shore, traveling rapidly westward, and another off the Irish coast with generally disturbed conditions in between hoped to make the whole outlook most unfavorable.

Commander Mackenzie Grieve, the Scottish aviator and Major Morgan, of the Martinsyde team, spent the morning at the meteorological office studying the official reports and at noon announced that the plan to start today was abandoned.

Captain Raynham, meanwhile, made another test of his engine without succeeding and found that the radiator trouble which developed yesterday had been repeated. The engine was ground where the Martinsyde plane is being dried rapidly and though no attempt was attempted to-day Raynham and his companion flier agreed that the machine could not safely take off from the ground in its present condition.

Major Wood and Manager Kemp, of the Short company, both attribute the surplus flow of petrol, which brought about their descent, to a defective carburetor. They say the engine will be repaired. The plane will be sent by rail to Rochester, and repairs are expected to occupy about a fortnight.

**Cotton Merchant Dies During Easter Services**

**George O. Leavitt Succumbs in Collegiate Church of St. Nicholas**

George O. Leavitt, a cotton merchant, sixty-nine years old, who lived in the Hotel Seymour, and who had offices at 254 Fourth Avenue, died yesterday morning in the Collegiate Church of St. Nicholas, Forty-eighth Street and Fifth Avenue, while the Rev. Dr. Malcolm J. McLeod, the pastor, was conducting Easter services.

Mr. Leavitt, who came to church accompanied by his wife and a friend, had a fainting spell before the services began, and was attended by Dr. Arthur M. Jacobus, of 131 West Seventeenth Street.

About fifteen minutes after the services began Mr. Leavitt was seen to fall from his seat. He was assisted to the vestibule of the church, where Dr. Jacobus, joined by Dr. Robert A. Cook, of 370 Park Avenue, again attended him. Mr. Leavitt died a few minutes later. Heart failure was given as the cause. The body was removed to the undertaking establishment of Charles Meder, sexton of the church at 14 East Thirty-ninth Street.

**Prof. C. B. Richards, Yale Scientist, Dies**

**Prominent Mechanical Inventor Succumbs in 86th Year**

NEW HAVEN, Conn., April 20.—Charles Brinckerhoff Richards, for twenty-five years professor of mechanical engineering at Yale and for the last nine years emeritus professor, died here this afternoon, in his eighty-sixth year. Professor Richards acquired his technical education by first-hand research. During the Civil War he was consulting engineer and assistant superintendent at Colt's arms factory at Hartford.

Before he was thirty he had invented the Richards steam engine indicator, called the most important factor in the development of the steam engine since the days of James Watt. For this achievement he was made a chevalier of the Legion of Honor of France. He was a pioneer in developing the platform scale testing machine for measuring the strength of materials. Professor Richards was one of the founders of the American Society of Mechanical Engineers and a member of other scientific societies.

Professor Richards is survived by his wife, Agnes Edwards Goodwin, four daughters and one son.

**Leper Disappears In Philadelphia**

**Man Escapes Before Ambulance Arrives to Take Him to the Hospital**

*Special Correspondence*

PHILADELPHIA, April 20.—A leper found in a Syrian boarding-house at 247 North Sixth Street on Saturday afternoon disappeared before the arrival of an ambulance which was to convey him to the leprosarium of the Municipal Hospital.

Twelve hours afterward a quarantine was placed upon the house by the police. It was removed five hours later, when the health and police authorities were satisfied that the leper had fled to New York.

Saturday afternoon, Jacob Emma, forty-three years old, a silk pedler, residing at the Sixteenth Street house, complained of being sick. A physician was summoned and he diagnosed the ailment as leprosy.

Dr. A. A. Cairns, chief medical inspector for the Bureau of Health, was notified. He sent Dr. H. G. Fretz, diagnostician of the bureau, to make an examination of the man. Dr. Fretz's diagnosis is confirmed that of the physician.

The laws of Pennsylvania provide that a person suffering from leprosy be quarantined until cured. Since the disease is generally looked upon as incurable, confinement in the leprosarium is usually for life.

**Heroic Cohoes Officer Comes Home Decorated**

**Lieut. C. D. V. Sill Faced Heavy Fire to Lay "Jumping Off" Tape and Rescue Orderly**

CHARLESTON, S. C., April 20.—Among the 2,500 soldiers debarking here yesterday from the transport Zealandia was Lieutenant C. D. V. Sill, of Cohoes, N. Y., Co. F, 105th Engineers, 30th Division, hero of one of the most thrilling episodes in No Man's Land. He was awarded the D. S. C., and the British Military Cross for laying the "jumping off" tape for an infantry attack and bringing back to safety his wounded orderly, Bryan Wooten, of Charlotte, N. C.

A paragraph from the official citation reads: "Lieutenant Sill performed a difficult task in laying the tape for the jumping off line on the night preceding the attack of October 8. Despite the fact one battalion had changed its line on the 7th and that he had to face a continuous fire of artillery, trench mortars and machine guns, he performed a mission which would have been extremely difficult under normal conditions."

**Famous Doughnut Girls Back From War Service**

**Misses Irene and Gladys McIntyre, of Mt. Vernon, Return on Transport**

Two young women of the Salvation Army who traveled with and sheltered at the front to make coffee and hot doughnuts for the men of the 26th Division arrived here yesterday as casual passengers on the transport Great Northern from Bristol. They were the Misses Irene and Gladys McIntyre, daughters of Colonel W. A. McIntyre, of Mt. Vernon.

Irene, who is twenty-six, and Gladys, twenty-three, went to France with the intention of working as close to the front as the military authorities would permit. Irene went over in 1917 and was joined by her younger sister a year later. Both were assigned to the 26th Division at Toul in February, 1918. They served for three weeks near Ansoyville and accompanied the 24th into Seicheprey, but were ordered back by a colonel, who said he would not permit them to risk their lives any longer. Then the girls sought hazardous work with the 77th Division. Later they served at Verdun and St. Mihiel. Irene was gassed, but refused to go to a hospital for treatment.

Both were cited by army authorities. On their return yesterday the girls wore the insignia of the 77th Division.

**Deaths**

**AMERICAN**—At Catskill, N. Y., on Saturday, April 19, John A. American, 64, of 141 Broadway, died of heart failure. Burial at Woodlawn cemetery.

**AMES**—At New York, on Saturday, April 19, Sarah M. Ames, wife of Charles H. Ames, of Broadway, died of heart failure. Burial at Woodlawn cemetery.

**BAIDWIN**—At New York, on Saturday, April 19, Edwin A. Baldwin, 64, of 141 Broadway, died of heart failure. Burial at Woodlawn cemetery.

**BIGLOW**—On Saturday, April 19, at his residence, 300 Park Ave., of pneumonia, Hugh B. Biglow, 64, of 141 Broadway, died. Burial at Woodlawn cemetery.

**BREMER**—At Chicago, on Saturday, April 19, George T. Bremer, 64, of 141 Broadway, died of heart failure. Burial at Woodlawn cemetery.

**BURNETT**—At New York, on Saturday, April 19, William H. Burnett, 64, of 141 Broadway, died of heart failure. Burial at Woodlawn cemetery.

**CADY**—At New York, on Saturday, April 19, George T. Cady, 64, of 141 Broadway, died of heart failure. Burial at Woodlawn cemetery.

**CALDWELL**—On Sunday, April 20, 1919, Emily Russell, widow of William H. Caldwell, 64, of 141 Broadway, died of heart failure. Burial at Woodlawn cemetery.

**CHAMBERLAIN**—On Sunday, April 20, 1919, John H. Chamberlain, 64, of 141 Broadway, died of heart failure. Burial at Woodlawn cemetery.

**CLARK**—On Sunday, April 20, 1919, John H. Clark, 64, of 141 Broadway, died of heart failure. Burial at Woodlawn cemetery.

**COFFEY**—On Sunday, April 20, 1919, John H. Coffey, 64, of 141 Broadway, died of heart failure. Burial at Woodlawn cemetery.

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**FITZPATRICK**—On Sunday, April 20, 1919, John H. Fitzpatrick, 64, of 141 Broadway, died of heart failure. Burial at Woodlawn cemetery.

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**WYATT**—On Sunday, April 20, 1919, John H. Wyatt, 64, of 141 Broadway, died of heart failure. Burial at Woodlawn cemetery.

**YOUNG**—On Sunday, April 20, 1919, John H. Young, 64, of 141 Broadway, died of heart failure. Burial at Woodlawn cemetery.